

Motion No. M2025-48

Contract Modification with Kimley-Horn & Associates, Inc. for the Everett Link Extension and Operations and Maintenance Facility North

Meeting:	Date:	Type of action:	Staff contact:
System Expansion Committee Board	09/11/2025 09/25/2025	Recommend to Board Final action	Terri Mestas, Capital Delivery Deputy CEO Manan Garg, Executive Director Josh Pategas, Executive Project Director Eric Widstrand, Planning Director

Proposed action

Authorizes the chief executive officer to execute a contract modification with Kimley-Horn and Associates, Inc. for additional Everett Link Extension and Operations and Maintenance Facility North Phase 2 work for project development services including advancement of Conceptual Engineering and preparation of the Draft EIS and partial exercise of a contract option to advance specific geotechnical scopes from Phase 3 of the contract in the amount of \$73,000,000 with a 10 percent contingency of \$7,300,000 totaling \$80,300,000 for a new total authorized contract amount not to exceed \$173,512,897, contingent upon adoption of Resolution No. R2025-27.

Key features summary

- This action would authorize funding for additional work in Phase 2: Draft EIS and Conceptual Engineering for the EVLE and OMF North project.
- Since the Board authorized the Phase 2 contract in February 2023, the contract schedule has been updated to address evolving requirements for the federal NEPA process, resulting in additional time and coordination with FTA before the Draft EIS will be published. The contract modification also supports design and analysis of more alternatives in the Draft EIS than scope originally assumed.
- To maintain the project delivery schedule and further advance Phase 2, this action would allow a partial exercise of the contract option for specific key geotechnical items from Phase 3.
- This action does not advance the project into Final EIS or Preliminary Engineering.
- Upon completion of contact Phase 2, which is anticipated in Q2 2026, the project will request the Board for approval to exercise the full contract option to advance into Phase 3: Final EIS and Preliminary Engineering.
- By advancing key scope items from Phase 3 to Phase 2, the project team expects to complete Phase 3 in 12 months, instead of 18 months as previously assumed.

Background

The Everett Link Extension (EVLE) and Operations and Maintenance Facility North (OMF North) project is part of the ST3 Plan, funding for which was approved by voters in 2016. The EVLE ST3 representative alignment extends Link light rail transit approximately 16 miles from Lynnwood City

Center station to Everett Station. The representative project includes: six stations; one unfunded provisional station; two parking facilities; OMF North; and allowances for system access, sustainability, and transit-oriented development. The Board adopted target schedule for EVLE is 2037; the affordable schedule is 2037 to SW Everett Industrial Center and 2041 to Everett Station. The Board adopted schedule for OMF North is 2034.

The project development process has three phases. Phase 1 included alternatives development, environmental scoping and identification of a preferred alternative and other alternatives. Phase 2 includes the preparation of a Draft EIS and advanced conceptual engineering of a preferred alternative and other alternatives as identified through alternatives development. Phase 3 will include the preparation of a Final EIS, as well as preliminary engineering of the preferred alternative.

This action is to fund the remaining work elements of Phase 2. The Board authorized execution for Phase 1 of the contract with Kimley-Horn, with options for Phases 2 and 3, in October 2020. Initial activities in Phase 1 were delayed due to realignment, resulting in extension of the Phase 1 and Phase 2 schedule and additional scope, including analysis related to the number of alternatives, schedule and cost considerations, modifying technical memos, and additional design and public engagement. The Board authorized (a) funding for additional project development services for Phase 1 and (b) exercise the option for Phase 2 services in February 2023. The current Phase 2 contract modification will complete development and review of project alternatives, informed by these efforts.

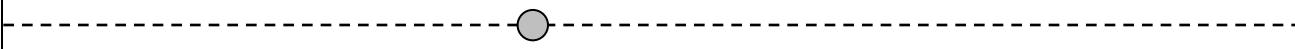
To maintain eligibility for federal funding, the project will comply with the requirements of the National Environmental Policy Act (NEPA). Sound Transit is the lead agency for compliance with the State Environmental Policy Act (SEPA). Motion No. M2023-47, identifying a preferred alternative and other alternatives for detailed study in the Draft EIS, was approved by the Board in June 2023. Following this action, Kimley-Horn began preparation of the Draft EIS and conceptual engineering of alternative alignments, stations and OMF North sites.

So far during Phase 2, specific alignments, station locations, and station development programs for each alternative have been further defined. Alternatives have been defined in enough detail and conceptual engineering plans for alternatives have been developed, to allow the impacts and benefits to be identified and compared in the EIS consistent with NEPA and SEPA requirements. Outreach activities have been conducted with established stakeholder groups and the public, and in preparation for the release of the Draft EIS. Engagement is ongoing.

This contract modification for Phase 2 amends the project scope of work and extends the Phase 2 schedule for completion of conceptual engineering and the Draft EIS to 36 months, rather than 24 months, while maintaining the requisite two-year schedule for FTA's NEPA process (NOI to ROD). The scope modification advances conceptual engineering for an end-to-end alignment into Phase 2 in order to maintain the project delivery schedule under FTA Capital Investment Grant programs. It also adds the design and analysis of all necessary alternatives in the Draft EIS, advances OMF North critical area mitigation plans, and includes the design and analysis of cost saving opportunities. This action also authorizes partial exercise of the contract Phase 3 activities, including critical geotechnical borings and evaluations, providing design certainty to meet a shortened Phase 3 schedule of 12 months.

Kimley-Horn is completing Phase 2 work satisfactorily and was invited to negotiate the scope of work and cost for a contract modification to the Phase 2 Draft EIS and conceptual engineering and the portions of the contract Phase 3 option that are identified for the modification. This contract amendment approves the additional consultant services scope and budget necessary to complete Phase 2 and specific activities of the contract Phase 3 scope and address schedule constraints of Phase 3.

Project status

					
Project Identification	Alternatives Identification	Conceptual Engineering/ Draft EIS	Preliminary Engineering/ Final EIS	Final Design	Construction

Projected completion date for Conceptual Engineering/Draft EIS: Q2 2026

Current project status, performance metrics, and additional information are located on page 14 of the July 2025 System Expansion Monthly Status Report.

Procurement information

The Everett Link Extension project (Project) will study extending light rail transit approximately 16.3 miles from the Lynnwood City Center in the City of Lynnwood to the Everett Station in the City of Everett. In addition to the extension of light rail, this project will also include an operation and maintenance facility (OMF) in the corridor. The general sequence of work to be completed is anticipated to be implemented in three phases. Phase 1: Alternatives Development. Contract option for Phase 2: Draft Environmental Impact Statement (EIS) and Advanced Conceptual Design. Contract option for Phase 3: Final EIS and Preliminary Engineering.

A solicitation (RFQ) was advertised on December 18th, 2019, in accordance with requirements for Architect/Engineer contracts. Statements of Qualifications were due on January 27th, 2020. Sound Transit received three proposals. On 3/20/2020, the Evaluation Committee determined that Kimley-Horn is the most qualified (top-ranked) firm to perform the work in question. After successful negotiation, the Contract with Kimley-Horn and Associates, Inc. was executed on 11/2/2020.

The proposal for this modification for Phase 2 services was submitted and evaluated. The project technical team reviewed and evaluated the estimated level of effort proposed. A cost analysis was performed on the final price proposal for this modification on 7/31/2025, which evaluated labor rates, other direct costs (ODCs), overhead, and fixed fee profit as its own element. Labor rates were determined consistent with previously negotiated rates, escalated in accordance with the contract terms; overhead was based on audited overhead rates provided; and cost of ODCs were consistent with project plans and other similar contract ODCs. Calculation for profit fixed fee reflects the complexity and schedule requirements for the scope. The costs were also evaluated against the ICE that had been prepared prior to the receipt of the consultants' cost proposal. The findings of the cost analysis performed by the Contract Specialist found that the consultants total cost was \$14,563,406 greater than the ICE total. The consultants' total proposed cost for the modification was \$73,000,000 while the ICE total was \$58,436,594.

After extensive negotiations with the consultant, related to level of effort and proposed staffing, including detailed review of individual task scope and costs, and after review of the assumptions used to create the ICE, it was determined that the not to exceed amount proposed was justified for the services required to achieve the required scope necessary to maintain the project delivery schedule. This total agreed not to exceed amount includes the addition of key scope items from the contract Phase 3 to advance the contract Phase 2, critical geotechnical borings, field evaluations, OMF North critical area mitigation planning efforts, and advanced conceptual engineering to support cost estimates.. Based on the justification provided by the Project Manager, and evaluation of the costs, the modification not to exceed amount was determined to be fair and reasonable by the Contract Specialist, in conjunction with the project team. The modification also extends the term of the contract for 6/30/27.

Fiscal information

This action is contingent upon Board approval of the EVLE/OMF North budget amendment outlined in Resolution No. R2025-27: Budget Amendment for the Everett Link Extension and Operations and Maintenance Facility. Following approval of Resolution No. R2025-27, the authorized allocation for the EVLE/OMF North project is \$317,242,000. Within the \$208,772,000 preliminary engineering phase, \$175,512,897 has been allocated to the Kimley-Horn & Associates, Inc. line item. This action would commit \$80,300,000 (which includes 10% contingency of \$7,300,000) to this line item and leave a phase budget balance of \$33,639,722.

Everett Link Extension/OMF North

(in thousands)

Project Phase	Authorized Allocation	Board Approvals*	This Action	Total Commitment Plus Action	Uncommitted / (Shortfall)
Agency Administration	\$34,170	\$17,010	\$	\$17,010	\$17,160
Preliminary Engineering	208,772	94,832	80,300	175,132	33,640
Final Design	-	-	-	-	-
Third Party	13,200	3,091	-	3,091	10,109
Right of Way	19,100	5,499	-	5,499	13,601
Construction	2,000	1,909	-	1,909	91
Construction Services	40,000	-	-	-	40,000
Total	\$317,242	\$122,341	\$80,300	\$202,641	\$114,601

Phase Detail - Preliminary Engineering					
Kimley-Horn & Associates, Inc.	\$173,513	\$93,213	\$80,300	\$173,513	\$
Other Preliminary Engineering	35,259	1,619	-	1,619	33,640
Total Phase	\$208,772	\$94,832	\$80,300	\$175,132	\$33,640

Contract Detail				Current Contract Spend Status
Kimley-Horn & Associates, Inc.	Current Contract	This Action	Revised Contract	
Contract Amount	\$86,332	\$73,000	\$159,332	\$71,096
Contingency	6,881	7,300	14,181	-
Total Contract Amount	\$93,213	\$80,300	\$173,513	\$71,096

Notes:

Amounts are expressed in Year of Expenditure \$000s.

For detailed project information, see page 143 of the 2025 Adopted Budget & Financial Plan.

* Board Approvals = Commitment and PO Contingency Remaining as of 6/30/2025.

The revised preliminary engineering and construction services (PM/CM) phase allocations (following approval of Resolution No. R2025-27) fall within the Fall 2024 affordable Financial Plan phase estimates. This action has no impact on the agency's Long Range Financial Plan.

In line with trends across other capital projects experiencing significant cost pressures, the agency is actively reassessing this project's cost outlook. As directed by the Board in Motion No. M2024-59, the project is undergoing extensive work plan efforts to identify and mitigate rising cost drivers. This includes evaluating programmatic, financial, and project-level opportunities to improve affordability and strengthen the agency's overall financial position.

Disadvantaged and small business participation

Participation by small businesses and disadvantaged business enterprises (DBEs)

Small business and disadvantaged business enterprise (DBE) goals	
AE 0179-19: Project Development of the Everett Link Extension and OMF North	
Sound Transit DBE goal: 5%	Small business goal: 15%
DBE Commitment: 14%	Small Business commitment: 15.5%
Current DBE Attainment: 14.69%	Current Small Business Attainment: 16.13%

Public involvement

Sound Transit is committed to actively seeking public feedback at all project stages for the Everett Link Extension project with the overarching goal of fostering public trust through transparent communication, meaningful involvement and being responsive to concerns and issues. The project team will continue reaching out to communities, businesses, stakeholders and agencies to shape the project by asking questions, holding conversations with project staff and seeking out ideas and comments. This contract amendment will continue extensive community engagement and outreach that began in Phase 1, Alternatives Development, and continues in Phase 2 including public meetings, briefings, public hearings and drop-in sessions. The proposed budget for this action supports online and in-person communications to evaluate the alternatives that will be studied in the Draft EIS and solicit feedback.

Time constraints

A delay in approval of this action would result in an equivalent delay in the subsequent completion of Phase 2 and the production and completion of the Draft EIS.

Prior Board/Committee actions

Motion No. M2023-15: Authorized the chief executive officer to execute contract modifications with Kimley-Horn and Associates, Inc. to a) provide additional project development services for Phase 1 of the Everett Link Extension and Operations and Maintenance Facility North project in the amount of \$1,175,600 and b) exercise the option for Phase 2 services in the amount \$68,401,479, with a 10 percent contingency of \$6,828,971 totaling \$75,230,450, for a new total authorized contract amount not to exceed \$93,212,897

Motion No. M2021-62: Authorized the chief executive officer to execute a contract modification with Kimley Horn and Associates, Inc. to increase the contract amount for the Everett Link Extension & Operations & Maintenance Facility North project for Phase 1 Alternatives Development in the amount of \$934,000 for work to fulfill the agreement for the Federal Transit Administration's Transit-Oriented Development Pilot Program grant, for a new total authorized contract amount not to exceed \$16,806,847.

Motion No. M2020-60: Authorized the chief executive officer to execute a contract with Kimley-Horn and Associates, Inc. to provide project development services for the Everett Link Extension & Operations & Maintenance Facility (OMF) North project for Phase 1 - Alternatives Development in the amount of \$14,429,861, with a 10 percent contingency of \$1,442,986, for a total authorized contract amount not to exceed \$15,872,847.

Environmental review – KH 7/31/25

Legal review – JSA 9/5/25

Motion No. M2025-48

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a contract modification with Kimley-Horn and Associates, Inc. for additional Everett Link Extension and Operations and Maintenance Facility North Phase 2 work for project development services including advancement of Conceptual Engineering and preparation of the Draft EIS and partial exercise of a contract option to advance specific geotechnical scopes from Phase 3 of the contract in the amount of \$73,000,000 with a 10 percent contingency of \$7,300,000 totaling \$80,300,000 for a new total authorized contract amount not to exceed \$173,512,897, contingent upon adoption of Resolution No. R2025-27.

Background

The Everett Link Extension (EVLE) and Operations and Maintenance Facility North (OMF North) project is part of the ST3 Plan, funding for which was approved by voters in 2016. The EVLE ST3 representative alignment extends Link light rail transit approximately 16 miles from Lynnwood City Center station to Everett Station. The representative project includes: six stations; one unfunded provisional station; two parking facilities; OMF North; and allowances for system access, sustainability, and transit-oriented development. The Board adopted target schedule for EVLE is 2037; the affordable schedule is 2037 to SW Everett Industrial Center and 2041 to Everett Station. The Board adopted schedule for OMF North is 2034. The project development process has three phases. Phase 1 included alternatives development, environmental scoping and identification of a preferred alternative and other alternatives. Phase 2 includes the preparation of a Draft EIS and advanced conceptual engineering of a preferred alternative and other alternatives as identified through alternatives development. Phase 3 will include the preparation of a Final EIS, as well as preliminary engineering of the preferred alternative.

This action is to fund the remaining work elements of Phase 2. The Board authorized execution for Phase 1 of the contract with Kimley-Horn, with options for Phases 2 and 3, in October 2020. Initial activities in Phase 1 were delayed due to realignment, resulting in extension of the Phase 1 and Phase 2 schedule and additional scope, including analysis related to the number of alternatives, schedule and cost considerations, modifying technical memos, and additional design and public engagement. The Board authorized (a) funding for additional project development services for Phase 1 and (b) exercise the option for Phase 2 services in February 2023. The current Phase 2 contract modification will complete development and review of project alternatives, informed by these efforts.

To maintain eligibility for federal funding, the project will comply with the requirements of the National Environmental Policy Act (NEPA). Sound Transit is the lead agency for compliance with the State Environmental Policy Act (SEPA). Motion No. M2023-47, identifying a preferred alternative and other alternatives for detailed study in the Draft EIS, was approved by the Board in June 2023. Following this action, Kimley-Horn began preparation of the Draft EIS and conceptual engineering of alternative alignments, stations and OMF North sites.

So far during Phase 2, specific alignments, station locations, and station development programs for each alternative have been further defined. Alternatives have been defined in enough detail and conceptual engineering plans for alternatives have been developed, to allow the impacts and benefits to be identified and compared in the EIS consistent with NEPA and SEPA requirements. Outreach activities have been conducted with established stakeholder groups and the public, and in preparation for the release of the Draft EIS. Engagement is ongoing.

This contract modification for Phase 2 amends the project scope of work and extends the Phase 2 schedule for completion of conceptual engineering and the Draft EIS to 36 months, rather than 24

months, while maintaining the requisite two-year schedule for FTA's NEPA process (NOI to ROD). The scope modification advances conceptual engineering for an end-to-end alignment into Phase 2 in order to maintain the project delivery schedule under FTA Capital Investment Grant programs. It also adds the design and analysis of all necessary alternatives in the Draft EIS, advances OMF North critical area mitigation plans, and includes the design and analysis of cost saving opportunities. This action also authorizes partial exercise of the contract Phase 3 activities, including critical geotechnical borings and evaluations, providing design certainty to meet a shortened Phase 3 schedule of 12 months.

Kimley-Horn is completing Phase 2 work satisfactorily and was invited to negotiate the scope of work and cost for a contract modification to the Phase 2 Draft EIS and conceptual engineering and the portions of the contract Phase 3 option that are identified for the modification. This contract amendment approves the additional consultant services scope and budget necessary to complete Phase 2 and specific activities of the contract Phase 3 scope and address schedule constraints of Phase 3.

This action would authorize funding for additional work in Phase 2: Draft EIS and Conceptual Engineering for the EVLE and OMF North project.

Since the Board authorized the Phase 2 contract in February 2023, the contract schedule has been updated to address evolving requirements for the federal NEPA process, resulting in additional time and coordination with FTA before the Draft EIS will be published. The contract modification also supports design and analysis of more alternatives in the Draft EIS than scope originally assumed.

To maintain the project delivery schedule and further advance Phase 2, this action would allow a partial exercise of the contract option for specific key geotechnical items from Phase 3.

This action does not advance the project into Final EIS or Preliminary Engineering.

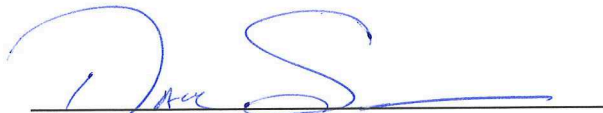
Upon completion of contract Phase 2, which is anticipated in Q2 2026, the project will request the Board for approval to exercise the full contract option to advance into Phase 3: Final EIS and Preliminary Engineering.

By advancing key scope items from Phase 3 to Phase 2, the project team expects to complete Phase 3 in 12 months, instead of 18 months as previously assumed.

Motion

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to execute a contract modification with Kimley-Horn and Associates, Inc. for additional Everett Link Extension and Operations and Maintenance Facility North Phase 2 work for project development services including advancement of Conceptual Engineering and preparation of the Draft EIS and partial exercise of a contract option to advance specific geotechnical scopes from Phase 3 of the contract in the amount of \$73,000,000 with a 10 percent contingency of \$7,300,000 totaling \$80,300,000 for a new total authorized contract amount not to exceed \$173,512,897, contingent upon adoption of Resolution No. R2025-27.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on September 25, 2025.


Dave Somers
Board Chair

Attest:


Kathryn Flores
Board Administrator